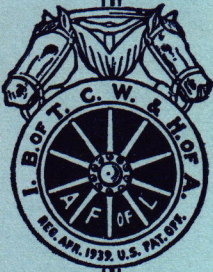


OCTOBER, 1945

The INTERNATIONAL TEAMSTER



Official Magazine

INTERNATIONAL BROTHERHOOD
TEAMSTERS...CHAUFFEURS
WAREHOUSEMEN & HELPERS
OF AMERICA

*The War is Over!
Help Unemployment!
Quicken Reconversion!
Demand Daily Delivery
Service!*

We do not accept advertising



Hirohito is a War Criminal

WE HESITATE to give advice to Gen. MacArthur. He is on the job and he has done a good job. He knows more about the Japs than we do. He has smelled their gunpowder.

But so have the Australians. And the Chinese. The Australians have been neighbors of the Japs for a long time and they know them so well and distrust them so thoroughly that they will not permit a Jap to settle in their country.

The Australians believe we are being too kind to the Japs; allowing them to keep their emperor and to avoid many of the stings of defeat.

In fact, we have been so considerate that many Japs kid themselves into thinking they didn't lose the war.

We should never permit any doubt on that point. Unless every man in Japan knows he lost the war and is paying the penalty of his treachery and butchery, he will think he can win next time, as the Germans thought last time.

The Australians believe that Emperor Hirohito should be tried as a war criminal. So do the Chinese. And the Chinese suffered far more than anyone else from Jap savagery.

When the Australians and the Chinese urge greater severity in handling the Japs, they are entitled to consideration. China was invaded by the Japs and Australia shuddered in the shadow of invasion for many months while the outcome of the war hung in the balance.

If we had lost the war, there is no question of how we would have been treated by either the Japs or Germans. We would have been enslaved like every other nation they conquered.

We would have lived in a nightmare of cruelty.

We do not advocate such tactics against our defeated enemies but we do demand that they be forever prevented from threatening us again.

In the interest of simple justice, thousands of Japs and Germans should be executed for the wanton crimes they committed. The leaders who designed the tortures should be punished as well as the individual sadists who inflicted them.

We believe the emperor of Japan is guilty of every crime a man can commit. He is long overdue among his ancestors.

The INTERNATIONAL TEAMSTER



Official Magazine

INTERNATIONAL BROTHERHOOD OF TEAMSTERS
CHAUFFEURS . . . WAREHOUSEMEN AND HELPERS

Vol. XLII

OCTOBER, 1945

No. 11

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Office of Publication
222 E. Michigan Street.....Indianapolis 4, Ind.
Daniel J. Tobin, Editor
Thomas E. Flynn, Assistant Editor

Entered as second-class matter, February 23, 1906,
at the postoffice at Indianapolis, Ind., under the
Act of Congress of March 3, 1879.

Acceptance for mailing at special rate of postage
provided for in Section 1103, Act of October 2, 1917,
authorized on July 8, 1918.

SUBSCRIPTION RATES

Per Annum.....\$2.50 | Single Copies 25 Cents
(All Orders Payable in Advance)
Published Monthly

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Two States Rule on Compensation

RULINGS of interest to the unemployed have been made recently by the officials of New York and Indiana relative to eligibility to state unemployment compensation.

The New York ruling states that benefi-

ciaries do not need to dispose of any of their assets to qualify for compensation. The Indiana ruling declares that regularly enrolled students cannot qualify for unemployment compensation. The rulings follow:

You Can Hold Your War Bonds in N. Y.

Unemployed workers who wish to claim unemployment insurance benefits need not sell their war bonds or dispose of other assets in order to qualify for benefits, Industrial Commissioner Edward Corsi of New York emphasized.

"Several of the field offices of the State Labor Department's Division of Placement and Unemployment Insurance have reported that many people evidently believe they must be without funds or assets in order to qualify for unemployment insurance benefits," said Mr. Corsi.

"This is not the case at all. Unemploy-

ment insurance is not charity. Neither is it relief. It has nothing to do with how much money a person has. Unemployment insurance taxes are paid by employers to protect their workers against the disastrous economic consequences of unemployment. Benefits are paid to workers as a matter of right whenever they lose their jobs and are unemployed through no fault of their own.

"To be eligible for benefits, however, every claimant must, among other requirements, be ready, willing and able to work. If, because of illness or any other reason, a person is unable to work, he cannot qualify."

Students Are Not Eligible in Indiana

High school and college students now attending classes are not eligible for unemployment compensation benefits under the Indiana Employment Security Act. Noble R. Shaw, director of the Indiana Employment Security Division, said that many youngsters who worked on the second shift during the war emergency or who worked daytime hours but have now returned to school expect to draw benefits.

"The law," he pointed out, "expressly states that no individual is eligible for benefits if he is attending a regularly established school, college, university, hospital or training school, excluding any part-time training course or night school. This provision is contained in the benefit eligibility conditions of the statute and is subject to no other interpretation by Division employees except that a student of a regularly established school is deemed unavailable for work and therefore ineligible for unemployment compensation benefits."

The Employment Security Act, according to Mr. Shaw, was designed to provide job insurance benefits to the involuntarily unemployed at a time when they are able, available and willing to work but when, through no fault of their own, they cannot find employment.

"This means," he said, "a claimant, otherwise eligible for benefits, must be in the labor market. A student, even though he thinks himself available for work, is not so considered by the law under which benefits are paid. The Act considers that the class and study hours of a student so occupy him that he cannot be considered 'available for work' or eligible for unemployment compensation. It was apparently the belief of the lawmakers that, notwithstanding the willingness of a student to accept work in off hours or on a part-time basis, students generally are engaged in school activities during those hours of the day which are considered working hours of most employments."

Democrats Need Labor Vote in 1946

Southern Congressmen May Cause Truman's Defeat

BY DANIEL J. TOBIN

I DON'T suppose anything that we write here will have much effect on the anti-labor members in the Senate or in the Congress from some of the southern states, but the southern Democratic leaders, because of their length of service in the Senate and in the House, occupy the most important positions in those legislative bodies.

If the majority party—which is now the Democratic Party—loses control of the House in the election in 1946, all those top-notch men, including Sam Rayburn, speaker of the House—for whom I have the very highest regard and who is not a reactionary but friendly to labor and to the administration—men like him will lose their positions.

They will practically lose control of all the committees. And there is more power in the control of some of those important committees than there is sometimes in the office of President.

For instance, Senator George would lose the chairmanship of the finance committee, one of the most important committees in the Senate, if there were a majority of Republicans controlling the United States Senate.

Senator George has always been, in my opinion, clear-headed, honest and sincere, although sometimes he has differed with both President Roosevelt and President Truman.

Perhaps if I were in his place I would also differ with them. I am not going into his record, but it would be a serious loss to labor if men of his type were deposed as chairmen of those important committees and put in the minority, instead of being as they are now and have been since 1933, in the majority and leading the nation as chairmen of all important committees.

But that's what it may come to in the Congress, because all the congressmen will

have to stand for election in November, 1946, but only one-third of the senators are up for election. Some of them down there in top places think labor will have to support Truman and the Democratic candidates, that they have no place else to go.

As a friend of the President, who helped to elect him, I believe that it is a great mistake to pursue such thinking. If labor is so thoroughly disgusted and disappointed—as it well may be—that next year they stay away from the polls, you can rest assured that the Democratic majority in the House will not only be substantially reduced, but it may be eliminated.

I well remember what happened in 1942. Workers and their families just stayed away from the polls. Of course this is wrong, but what can you do about it?

For the first time in many years a Republican governor was elected in the State of Kentucky. He is still governor and he is handling affairs over there as well as can be expected. Why was he elected? Just because labor stayed away from the polls in Kentucky.

It is quite a job to arouse labor and keep on educating them and appealing to them to get the full labor vote out. The leaders of labor have done this in the past, with very few exceptions, but will they do it again in 1946? I doubt it. That is, unless conditions in both branches of the legislature in Washington change and unless they stop trying to handcuff labor, in a roundabout way, by legislation taking over full control of the financial and other affairs of labor unions.

The Smith-Connally Act certainly did not help the Roosevelt administration, and if such legislation is again attempted—which undoubtedly it will be, as is contemplated by the Ball-Burton-Hatch Bill—well, the

Democratic machinery will have some tough sledding to get the labor vote to go to the polls and support them.

I travel around a great deal from place to place and I know the pulse of labor, not only in the International Brotherhood of Teamsters, but in many of the other organizations of labor, both in and out of the American Federation of Labor; and I feel at this time that it will take skillful management on the part of the national progressive Democratic leadership to mold together the working people's vote, organized and unorganized, for 1946 and 1948.

If the southern Democrats who hate labor follow the advice of the President by becom-

ing more understanding of the pulse of labor, and getting it through their heads before it is too late that the Democratic Party has been held in office for twelve years only through the votes of labor men and women, then there may be some hope for the Democrats and for President Truman.

But at this time it is not an even bet, and with strikes and unemployment increasing, the outlook may get even more gloomy.

President Truman should say in unequivocal language to those reactionary, labor-hating Democrats: "What are you trying to do, wreck the Democratic Party, throw it out of office for the next 12 or 20 years, as happened after the first World War?"

Protest Abolition of Labor Field Service

Out of the multiplicity of statements and predictions—most of them confusing—concerning the nation's postwar economy and the part the government will take, comes now a well-authenticated report that the United States Department of Labor is about to discontinue one of its most valuable functions—valuable to labor and industry alike. We refer to the department's field information service.

If this service is abandoned as planned, the South, standing at the threshold of its greatest industrial expansion, will no longer receive the almost daily reports, prepared on a regional, state and local basis, concerning the Labor Department's many functions in law enforcement, fact finding and economic planning.

The reason given for disbanding this unit is "governmental economy." That sounds exceedingly strange. The field information service is about the smallest, if not the smallest organization in the entire Labor Department.

We agree there is plenty of room for economy in the government's unwieldy labor program, and we believe that, under the new secretary, a thorough overhauling will take place, but to silence the department's very

voice throughout the length and breadth of the nation on the grounds of "economy," particularly at this time, simply does not make sense.

In view of Secretary Schwollenbach's distinguished service as a United States senator and federal judge and his excellent record so far as labor is concerned, we wonder if, in the hurry and bustle of his new job, he has been well informed or fully advised as to the work being done by the information field offices, particularly those in the South, and of the adverse consequences that will result from disbanding an organization that has many times proved its worth.

It is understood that all future labor information will be handed out in Washington. Even if the secretary assembles the finest staff of information specialists obtainable, it is apparent to the greenest cub reporter that such a plan will not work. It has been tried too many times before—by the Department of Labor itself among others.

We believe that labor and other groups everywhere, particularly in the South, will quickly recognize the discontinuance of the field information offices as a definite disservice.—*Atlanta Journal of Labor.*

McKeough is Unjustly Attacked

Always for Labor, but AFL Opposes Appointment

FOR the purpose of calling it to the attention of the great multitude of our members, let us endeavor to show how labor has been treated in Washington. First let us say that there isn't one outstanding national labor official whose influence and standing amongst the masses amounts to a great deal, who holds any particularly important position in the government. Why? Because of labor itself. If an AFL man is suggested for some important post, the CIO goes in and opposes him. And vice versa.

Recently we had a friend of labor who was nominated for a post on the Shipping Board, the Honorable Raymond McKeough. This gentleman was a congressman for several years, from Chicago, and he never failed to be present and vote in labor's interests.

Not only did he vote in favor of labor, but he was in there battling on the floor of Congress for labor. He ran for United States Senator on the Democratic ticket in the last general election, against Senator Brooks, the incumbent and Republican candidate.

He should have been and would have been elected were it not for certain prejudices because of his teaching and his beliefs. He carried Cook County by a very large majority. That is the district which includes the city of Chicago.

All of labor supported him, both divisions. Then he took a job as director of the PAC, which was, as our members know, financed mainly by CIO unions. He did a good job and helped to carry out the policy of the PAC, endeavoring to elect the friends of labor to office.

The writer of this article worked in cooperation with him throughout the several districts, and all labor unions, including our own joint council in Chicago, worked with him to bring about the desired results.

You know the answer. As soon as he was suggested for the Shipping Board, the Seafarers' Union, chartered by the American Federation of Labor, immediately opposed him on the grounds that he would favor, if appointed, Johnny Green's organization of seamen, which is chartered by the CIO.

They made a protest to the AFL and President Green opposed the nomination of McKeough. We know this man and we do not think he would be prejudiced in favor of the CIO union over the other AFL union, but it would be only natural if he were somewhat prejudiced.

At any rate, at this writing his nomination has not been approved by the committee of the Senate having to do with such matters. What a pity this is, what an injustice to this man who fought for labor during his years in Congress. The law creating the board requires that a labor man act as one of its members, yet it is almost impossible to get a person who isn't somewhat prejudiced, because of the division in labor.

This is only a small matter, perhaps insignificant, but it is an injustice to the masses of the working people to have such a condition obtain. And this same condition applies in every phase of government, as a result of the division in labor. There isn't very much the President of the United States can do about it except to take the bit in his mouth and make his own appointments as his judgment directs him, because it will be utterly impossible for him to please both sides.

The International Brotherhood of Teamsters does not bring this case to your attention for any reason except to show you that there are important bureaus and commissions in Washington that have to do with the affairs of labor and they are honeycombed with the enemies of labor.

The Manufacturers' Association and the

United States Chamber of Commerce have no trouble in reaching an agreement on their appointees, but labor unions continually disagree, and labor, with its great strength and power, the institution that was responsible for electing the Roosevelt administration four times, is just sidetracked because of the fact that a few men in labor, standing on their old prejudices, do not have what it

takes to lead the way, to make certain sacrifices, to subdue their past opinions and prejudices, so that we may get somewhere for the protection of our members who have elected us, and forget ourselves and do the job that should be done for them, whose lives and the lives and interests of their families are somewhat in our charge and keeping.

Procedure Announced for Agricultural Wage Cases

Procedure for handling wage cases involving agricultural workers, who include many drivers and warehousemen, has been issued by the Office of Economic Stabilization.

This ends the confusion caused by the adoption by Congress in June of the amendment to the War Labor Board appropriation act offered by Congressman Clarence F. Lea of California to prevent the board from handling any cases involving agricultural workers.

The statement of the Office of Economic Stabilization provides that any voluntary wage increase is permissible which does not involve price increases.

Wage increases which will require price increases must be approved by the Office of Economic Stabilization before they can be put into effect.

Dispute wage cases will be handled by the conciliation service of the Department of Labor. In any case where the conciliation service is unable to bring the disputants into agreement, the secretary of labor may appoint a panel or an investigator to submit a fact-finding report with recommendations.

The OES statement urges that such reports be made public and states that the secretary of labor will consult with the secretary of agriculture on disposition of these cases.

Republicans Retain Position on Supreme Court

The appointment of Senator Harold H. Burton of Ohio to the supreme court indicates that the complexion of the court will be no more friendly to labor than it has been in the recent past.

It means the court will divide closely on many vital issues, as it has done on many occasions. The margin of labor victory may be very slim.

As one of the authors of the Ball-Burton-Hatch bill, Senator Burton has indicated a viewpoint toward labor which is disturbing. We do not accuse him of prejudice nor do we question his undeniable legal qualifications for this high office.

President Truman has shown commendable fairness toward the minority party in

appointing a Republican to the supreme court to replace another Republican who resigned. Such fairness was never displayed toward the Democrats when the Republicans were in power.

The Republican party has received unusual consideration from both President Roosevelt and President Truman. We hope that the Republican party will act as though it belonged in this country instead of behaving like a hostile expeditionary force bent on conquest.

That may be too much to hope in view of the record of many of its leaders before, and during, the war. We fear that as long as these men continue in power, the Republicans will continue to goose-step.

End Delivery Restrictions Now!

Tobin Asks Locals to Contact Congressmen

IMMEDIATE suspension of all restrictions on deliveries was urged by President Tobin last month in a communication sent to all local secretaries, together with a copy of the press release from the Office of Defense Transportation announcing the end of restrictions on November 1.

TO ALL SECRETARIES:

Enclosed is a copy of the ODT press release announcing the lifting of restrictions on deliveries as of November 1.

The original order of the ODT limiting deliveries was a serious blow to our union but we accepted it in a patriotic effort to conserve gasoline, tires, equipment and manpower.

Now the situation is reversed. Instead of a surplus of jobs we have a surplus of men, including thousands of our own members who have been discharged from the armed services and are now seeking employment.

They are entitled to their old jobs back at the seniority they would have acquired had they remained steadily at work throughout the war.

In other words, the time they spent in military service counts as time spent on the job.

But they cannot be provided with jobs under the restricted delivery schedules adopted during the war.

We heartily approve the lifting of the every-other-day deliveries for bread, milk, etc., and the still more drastic cuts made in department store deliveries.

We believe, however, that the restrictions should be lifted immediately, instead of on November 1. We therefore urge every local union to wire its congressmen and senators

President Tobin contended that the restrictions should be removed immediately, instead of waiting until November 1 and he asked all unions to contact their congressmen and senators to urge emergency action.

The communication of President Tobin and the ODT statement follow:

asking them to enact emergency legislation permitting all businesses to restore full peacetime delivery service at once.

We realize that some companies may be unable to expand their delivery service because of equipment shortages but all those which have the equipment should be permitted to use it.

Additional jobs must be created to provide work for the men now idle. Under existing conditions, at least 50,000 members of this union employed during the war will lose their jobs to men returning from the armed services.

Obviously it is a necessity that delivery service should be restored as quickly as possible to reduce unemployment during the period of reconversion.

Some businesses made millions of dollars during the war in the savings effected by inadequate delivery service.

They are anxious to retain the wartime restrictions as long as possible.

Any local union, business agent or officers or joint council that in any way encourages a continuance of every-other-day delivery is acting contrary to the orders of the general executive board and the International Union.

Under no circumstance must our union representatives accept any compromise that would needlessly prolong by a single day

the restoration of full peacetime delivery operations.

Please see that your representatives in Congress are immediately advised of the

need for immediate action in this important matter.

Fraternally yours,

DANIEL J. TOBIN.

ODT Revokes War Emergency Orders

OFFICE OF DEFENSE TRANSPORTATION

Wartime restrictions on wholesale and retail motor truck deliveries will be lifted throughout the nation on November 1, Col. J. Monroe Johnson, director of the Office of Defense Transportation, announced today.

On that date, all government regulations which have controlled the frequency of deliveries and the types of deliveries which could be made will be removed, Colonel Johnson said.

However, the ODT director emphasized, revocation of the orders restricting deliveries does not mean that all merchants and business houses will be able immediately to offer prewar service. For some time yet, business probably will be faced with a shortage of equipment, tires and manpower and it may be many months before delivery service meeting the high prewar standards can be restored, Colonel Johnson pointed out.

Lifting of the delivery restrictions was accomplished through the revocation of one of ODT's most important conservation orders, General Order ODT-17, whose impact was felt in every home in the land. It eliminated almost all Sunday deliveries and provided for but two retail deliveries a week of virtually all other commodities, except highly perishable or special items.

The order also prohibited the retail delivery of packages weighing less than five pounds, or measuring less than 60 inches in length and girth combined.

Retail deliveries of milk could be made only every other day; deliveries of laundry or dry cleaning twice a week; perishable meats and vegetables three times a week; bread, three times a week, ice, daily; and

nearly all other items, including canned and staple groceries as well as most merchandise, only twice a week.

Wholesale deliveries were permitted for most merchandise on a twice-a-week basis, with the exception of perishables. Wholesale deliveries of meat, fish and vegetables were permitted three times a week and milk and bread six times a week.

The order was probably the most far reaching of ODT's motor truck conservation measures and was put into effect to achieve widespread savings of vehicles, tires, parts, gasoline and manpower. Tens of millions of gallons of gasoline were saved annually as a result of its drastic curtailment of deliveries.

Other sections of the order required private and contract carriers in over-the-road service to load their vehicles to capacity, ordered the elimination of duplicating and parallel routes and banned special deliveries and call-backs.

At the same time, the ODT also announced the revocation, effective November 1, of five other conservation orders affecting motor truck operations: General Order ODT 3 Revised, General Order ODT 6A; Administrative Order 10, Administrative Order 14, and General Order ODT 43.

General Order ODT 3 Revised provided that over-the-road common carriers load their vehicles to capacity and also set up a procedure for operators to obtain a full load for return trips. If no return load could be obtained, the order directed that a vehicle be leased to another carrier able to use it rather than permit it to make a trip while empty.

General Order ODT 6A called for the elimination of all wasteful operations by local for-hire carriers and set up the procedure for joint action plans which might be entered into by local for-hire carriers. The plans provided for cooperation between for-hire truckers to achieve maximum conservation.

Administrative Order ODT 10 provided that empty vehicles be registered at district offices of ODT throughout the country. If no load could be obtained for empty trucks

and efforts to lease the equipment failed, operators for empty vehicles were given clearance by ODT to return empty.

Administrative Order ODT 14 established a procedure for granting special permits under certain conditions to take care of hardship cases among carriers of property.

General Order ODT 43 provided a scheme of regulations similar to those imposed on other groups by ODT 3 Revised and Administrative Order 10, for household goods carriers.

Labor Crisis is Up to Schwellenbach, Now

In transferring the functions of the War Labor Board, the War Manpower Commission and the Employment Service under the secretary of labor, President Truman has acted wisely.

How well the affairs of labor are handled henceforth depends solely upon the new secretary, Lewis B. Schwellenbach. He now has the authority. If he also has the ability, which we believe he has, the future of labor in the United States is brighter.

His ability will soon be demonstrated in his handling of the strike situation in the automobile industry, in the oil industry, in

the steel industry and many others where labor unrest is current.

The nation cannot expect recovery in the face of a wave of strikes that will make orderly reconversion impossible. There must be methods of settling the grievances of workers without recourse to strike action, which is as costly to themselves as to the nation.

If Secretary Schwellenbach can provide these methods and bring stability to industry, he will have accomplished a great benefit to the country and will have earned the gratitude of its millions of wage earners.

We wish him success.

Unions Must Prevent Economic Chaos

The surrender of Japan is, of course, accepted throughout the nation with great rejoicing, but the surrender does not end America's responsibility to a changing world.

We, as a nation, are faced with staggering domestic problems and reconversion from an unprecedented war.

The barber and beauty industries will feel the result of any reconversion or cut-back that creates unemployment. We, therefore, must work harder through the means of our organization to maintain stable prices and working conditions from which we derive our income.

We must have confidence in our experience and the strength of our organization. With such confidence, we need not fear.

We must accept our responsibility as members and, through our organization, remain a cohesive unit to prevent economic chaos in the postwar period. We who believe in unionism have the task before us. We must prove our organized ability to construct on a sound economic basis.

We will play the leading role, not by force, but by calm, collective logic. We, therefore, rededicate our organization and our service to that end.

—The Journeyman Barber.

OPA Saved Nation from Inflation But Congressmen Still Fight "Bureaucrats"

WHEN congressmen and senators criticize price control and demand the removal of all OPA restrictions, they are working to bring inflation.

But they don't say that! They say they are trying to help the little merchant. During campaign years many of these little merchants swallow that stuff and demand that "the government keep its nose out of business."

Recently the little merchants of a large midwestern city met and decided that price control had been a benefit to them, as well as to the public.

Here's what one of them told the meeting:

"A lot of people will be inclined to say—'to hell with price control.' But that attitude won't accomplish the biggest job facing us today—the job of preventing inflation.

"During the war we've been told what to do here and what to do there. But as a whole we've done better than we've ever done before since we've been in business. You hate to admit that, but it's a fact."

Some of the little merchants who had been listening to their congressmen and senators telling them the OPA was killing free enterprise, squirmed in their seats.

But nobody got up to challenge the forthright merchant who told them they had been making more money than they ever had before. They didn't challenge him because they knew it was true.

They must have also known that had it not been for the OPA, most of them would have been out of business because the big merchants would have gobbled up all supplies.

The OPA "bureaucrats" had kept them in business. These same "bureaucrats" had kept the public supplied with food at reasonable prices. They prevented the free-enterprise boys from grabbing it all and

forcing the public to pay usurious prices or starve.

Because of the OPA, the war workers being demobilized today have a little money in the bank to tide them over a period of unemployment. If it had not been for the OPA they would be penniless as well as hungry because the free-enterprise monopolies would have taken all their wages for food.

And the little corner grocers and other small merchants would be just as hungry as the war workers. In fact, everybody would be broke and hungry except the people who had bought up all the supplies.

We would have had inflation, and everybody suffers under inflation except these same free enterprisers.

There is still the danger of inflation. If selfish, unscrupulous congressmen and senators have their way, all federal controls will be eliminated. That would mean no more control over food prices; no more control over rents; no more control over any prices whatsoever.

Every wage earner would be at the mercy of the big speculators.

And if you don't think they would make you pay through the nose, then you don't know much about speculators, or "hard-headed business men," as they prefer to call themselves.

Big business never did anything for the public welfare it didn't have to do. The chances are it never will. These are the people who are damning the "bureaucrats"; who are demanding the abolition of all controls on "free enterprise."

They didn't get as rich during the war as they wanted to. The "bureaucrats" stopped them. Now they see a chance to get the profits in peace the government denied them in war.

But first they must get rid of the "bureaucrats."

A lot of "bureaucrats" may have been foolish and some of them may have become arrogant with power.

But don't forget they saved you from inflation! And you better hang onto them until the supply of goods equals the demand. Otherwise you won't even have a pot to put that chicken in that Hoover promised you.

Refrigerated Trucks Carry Seafood

Science Makes Perishable Food Available Everywhere

A NEW and welcome "taste" of the seashore will be brought to inland towns and cities as a result of recent developments in mechanical refrigeration in the truck and trailer field as well as in the fishing industry.

Shrimp and other seafoods will arrive in the kitchens of homes and restaurants with their salt-water freshness unimpaired, and many residents of small communities will enjoy these delicacies for the first time, it is reported by the Refrigeration Equipment Manufacturers' Association.

Seafood refrigeration, the association reveals, has been improved every step of the way from the time the fish or shellfish are taken from the water, through their various stages of transportation until they reach their final destination, no matter where it may be.

The two principal steps forward on which REMA bases its prediction are the success of a complete "floating shrimp plant" in the Gulf of Mexico and the expected widespread increase in the use of portable refrigerated containers, similar to the sectional refrigerators or "reefers" widely employed in the war to transport foodstuffs to the fighting fronts and looked upon as the answer to the problem of shipping perishables in the same "odd-lot" manner as other merchandise is transported.

The Gulf of Mexico operation centers around a new 44-ton vessel, the *Betty Jean*, which "mothers" a fleet of 100 or more small craft. Having complete mechanical refrigeration equipment, it makes possible, within a few hours and sometimes only a few min-

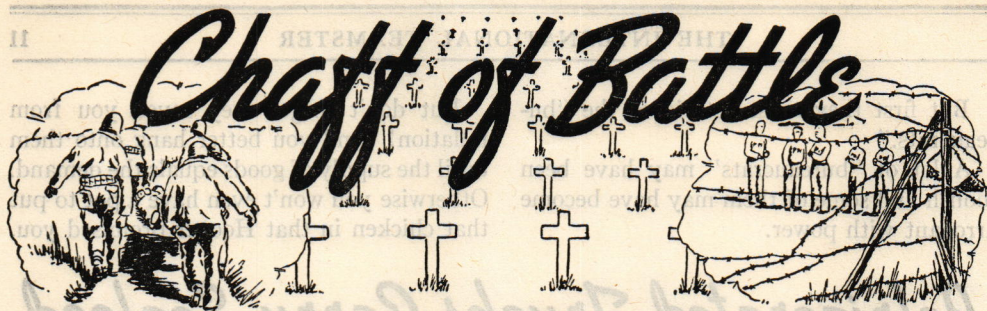
utes after the shrimp are caught, the same operations usually performed by shore storage and processing plants which ordinarily do not receive a catch until some time after the shrimp are taken from the water.

Shrimp are processed on the *Betty Jean* and then packed in 5-pound cartons which are frozen in six hours. Since the vessel does not depend on a melting supply of refrigerant, there is no need for the fishing fleet to suspend trawling operations.

The *Betty Jean* remains with the fleet until its entire storage capacity of 20 tons is filled with frozen shrimp, all of it under constant refrigeration. When the ship docks, the frozen cargo is loaded directly into mechanically refrigerated trailer trucks for shipment throughout the country.

The portable refrigerated containers also will make it possible to ship the shrimp, or any other perishable, along with ordinary non-perishable freight. Contents of the containers will be kept under constant mechanical refrigeration until ready for distribution to stores. In some cases, an entire container would be delivered to a single store, and thus the contents would be kept at the proper cool temperature until it is sold to the consumer.

Such containers, some of them as small as 25 cubic feet, were widely used by the armed forces to supply fresh or frozen foodstuffs to troops fighting the Japs in almost inaccessible regions. Members of the Refrigeration Equipment Manufacturers Association say that similar equipment will be put in production as soon as materials are available.



ELEVEN more military deaths are reported this month as delayed news of past tragedies filters into the local unions. Nine of those on the casualty list this month lost their lives in action and two others in airplane crashes.

This brings the total military deaths reported to 478, which is probably only a fraction of the men this union actually lost during the war.

Many unions kept no records of their men in service, while others had no way of learning what happened to those who entered the armed forces.

From the reports available, the Teamsters wrote a glorious fighting record throughout the world as sailors, soldiers, marines and fliers. They were in every branch of the service and on every fighting front.

Many of them were commissioned officers, some rising as high as colonel. The list of medals and decorations awarded Teamsters proves a war record of extraordinary heroism for the members of this union.

Killed in Action

JOSEPH V. BUCKLEY, Local No. 449, Buffalo, N. Y. On Iwo Jima.

JEREMIAH CRONIN, Local No. 477, Lawrence, Mass. No details.

S/SGT. SCOTT CURRIE, Local No. 456, Yonkers, N. Y. Aerial engineer and crew chief of a C-47 plane, Currie was killed with all on board when his plane crashed in Burma last June. It was on its way to China. He had been decorated with the Air Medal with three Oak Leaf clusters and the Distinguished Flying Cross with two Oak Leaf clusters.

LOWELL FELDER, Local No. 625, Fremont, Ohio. In Germany.

S/SGT. SAMUEL HATEM, Local No. 477, Lawrence, Mass. No details.

T/SGT. JAMES H. McTAMMEY, Local No. 807, New York City. In Germany.

LEO MARCEAU, Local No. 477, Lawrence, Mass. No details.

JOSEPH PULESKY, Local No. 379, Boston, Mass. On Okinawa.

ANTHONY J. DI STEFANO, Local No. 807, New York City. Killed when his ship was sunk off Okinawa by a Jap suicide pilot.

Killed in Service

PVT. HENRY REICHLER, Local No. 863, Newark, N. J. Killed in a plane crash in the United States.

LIEUT. ROY SECHLER, Local No. 753, Chicago, Ill. He was flight officer of a bomber which crashed over England.

Roosevelt's Enemies Fight Truman

Congress Kills His Unemployment Compensation Plan

PRESIDENT TRUMAN lost his fight for the Kilgore unemployment compensation plan, which is another way of saying that we lost our fight for protection against prolonged unemployment and depression.

We and President Truman were licked by the same crowd that fought Roosevelt—a coalition of backward southern Democrats and equally backward northern Republicans who are in a race to see which can go backward the fastest.

Thus we face a repetition of the conditions that confronted us after the last war. The conditions are being created by a Congress that was taking a vacation when peace came and which had done nothing to prepare for the rapid transition from war to peace.

The nation is in the midst of an unemployment crisis whose duration Congress has done nothing to limit.

It refused to accept President Truman's recommendations for enactment of federal unemployment relief to supplement the completely inadequate compensation allowed by the individual states.

Republican spokesmen opposed the bill for fear it would encourage men not to work. But in refusing to allow unemployment compensation, they took a step which encouraged employers to close their factories.

The Republican leaders were playing ball with the big Republican industrialists who hope to take advantage of the surplus labor supply to force wages down—and profits up.

They opposed the unemployment bill because it would make it more difficult to starve the unemployed into acceptance of lower wages and longer hours.

But they said they were opposing "chiselers" who would rather draw \$25 a week than work.

The measure, however, contained sufficient safeguards against chiselers. If a man

refused to work, he could not draw unemployment compensation. And only a small percentage of the unemployed would receive the maximum of \$25.

The opponents directed their fire at the \$25 and pictured millions of men sitting in voluntary idleness for 26 weeks drawing a "pension."

They probably confused many people by these tactics and made it easier for Congress to sidetrack the bill without a popular uproar. But they did not confuse labor.

Labor understands the provisions of the bill and the motives of those who scuttled it. Labor will still remember in the fall of 1946 when these Republican congressmen and senators come up for re-election.

We hope that, in spite of Congress, the nation will be well along the road to reconversion at that time.

If it is, many members of Congress may escape the penalty for having guessed wrong.

Frankly, we fear that unless Congress follows the suggestions of the President, we will be on our way toward another stupendous depression.

What will Congress do then? Will the men who refused to take any steps to prevent it then run for re-election on the promise of providing more unemployment compensation?

Did they kill it now to have something to promise us in 1946?

We do not believe that Congress can postpone action until 1946 without starting a cycle of circumstances it cannot check. If millions of people are in want, they will not sit patiently to await the 1946 elections and the campaign promises of Congressman Bunk or Senator Blah.

They will want to know what Congressman Bunk and Senator Blah were doing to prepare for the shock of reconversion during the months after Germany fell when it

was obvious to everyone that peace would come soon and suddenly in the Pacific.

They will not be satisfied with the explanation that Bunk and Blah were enjoying a prolonged vacation when peace came, particularly when the unemployed remember how they sweated through the summers of war without vacations in order to keep the supplies rolling to the fronts.

Millions of men, for the first time in their lives—because of low pay and recurrent unemployment—have money saved.

They plan to save more and to invest in farms or little businesses of their own. Is that free enterprise or isn't it? Isn't that what Congress has been talking about year after year? Isn't that what they said they wanted to protect?

But what will happen to these thousands of little businesses if these ambitious men are forced to go broke spending their savings while they wait for Congress to provide them with help?

Free enterprise will strangle to death and the big industries of America will be spared the competition of the little men who saved their money with such high hope.

The policy Congress has now adopted is one that will provide cheap labor for industry. The Teamsters' Union is officially on record before the Senate and House committees which were considering the unemployment compensation bill.

The following telegram was sent to both Senator Walter F. George and Congressman Robert L. Doughton, chairmen of the respective committees, by President Tobin on August 28:

"The International Brotherhood of Teamsters, speaking for 650,000 civilian members and 100,000 members in the armed forces, urges passage of Senate Bill 1274 and House Bill 3891. We heartily approve the recommendations of President Truman that relief measures as provided in these bills under consideration are essential to assure an orderly reconversion to peacetime production.

"Without such relief the men who fought the war and the men who supplied them with weapons will be penalized for their patriotic performance. With such a large segment of the population in financial distress, the return of normal prosperity will be dangerously delayed and the sufferings of the demobilized veterans and war workers will be reflected among the entire population.

"Under the steady advance in the cost of living it has been impossible for the average war worker to save enough money to tide him over a long period of unemployment. Action by the federal government is the only possible relief.

"When the 100,000 members of the Teamsters' Union now under arms return to their jobs, an equal number of civilian members will be displaced, even if employment remains at its present level. Our employment is not remaining at this level, however. It is rapidly decreasing so that the number of unemployed members of this union may soon approximate 200,000 more.

"During the entire war the members of our union in the vital transportation field suffered from long hours of employment without overtime pay. They did not receive the wages of men in war plants although their work was as important. In the face of injustice, they nevertheless remained patriotically at work and despite the handicap of deteriorating equipment, they kept the war supplies rolling to their destination.

"The sums authorized in the measures now before your committee are not sufficient to tempt any skilled worker to remain in idleness. The law protects the government by stipulating that to receive unemployment payments, the recipient must be available for work. If he won't work, he won't draw compensation.

"We believe that in these provisions Congress will wisely safeguard the interests of both the general public and the individual, thereby removing the only logical criticism that can be made to the increased payments authorized in the measures under consideration. The executive board of the International Brotherhood of Teamsters respectfully and urgently petitions you to approve the provisions of Senate Bill 1274 and House Bill 3891 and insure a speedy return to full peacetime employment."

In view of this telegram, every member of Congress knew where this union stood on this issue before Congress killed the bill.

They can't stand up later and say they wished they had known we were for it and they would have done differently.

The fate of the unemployment compensation bill shows clearly that the fight on Roosevelt didn't die with Roosevelt. It was always directed at us, although Roosevelt was the target.

Truman is now the target of the same influences that fought us and Roosevelt.

We are in the same war with a new commander in chief.

And if we don't give him the same support and encouragement we gave Roosevelt, we'll end up back on the same breadline from which Roosevelt rescued us in the winter of 1932.

Demand Union Delivery Service, Gillespie Urges

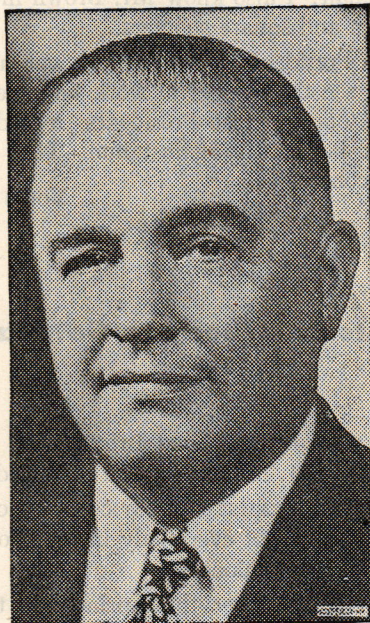
A national news release to the AFL labor press of the United States recently featured a statement by International Secretary-Treasurer John M. Gillespie urging union members to mobilize their purchasing power in support of firms and products employing AFL members.

The news release was prepared by I. M. Ornburn, secretary-treasurer of the Union Label Trades Department of the American Federation of Labor. It was distributed to the AFL labor press by the Union Label Feature Service, which has carried on a consistent campaign to publicize the labels of AFL crafts.

A picture of Mr. Gillespie accompanied the

press dispatch. The picture is reproduced in the center of this page.

Mr. Gillespie's statement follows:



John M. Gillespie

"Recognition of the union label, shop card and service button is the only means the workers have of combatting the tremendous economic power of the employers.

"An employer uses his economic power to crush unions. Unions can retaliate only by mobilizing their economic power to punish employers who use such tactics.

"Insure your job by patronizing union establishments and buying union goods, and having the pickup and delivery of all products done by drivers and helpers of the Teamsters' International Union."

In combatting joblessness and its effects, AFL labor is joining with Community Chests in an all-out constructive campaign.—*The Kansas City Labor Bulletin.*



She Gives Credit to Roosevelt, Too

THE INTERNATIONAL TEAMSTER.

Chicago, Ill.

Gentlemen:

This may seem strange to you to get a letter from a woman, but my nephew, Wilson Lowry, is a member of Local No. 781 and gets your official magazine each month and I also read it with interest.

I find it chock full of very, very interesting articles by some very intelligent men. I always read it before passing it over to my nephew and some of these articles are worth keeping in the archives.

I have just finished reading the September issue and wondered if it would be possible to obtain a copy for myself?

I see your ninth vice-president is John T. O'Brien, whom I know. We called him "Sandy" because of his red hair. I also know Mr. Brown in the same office with Mr. O'Brien, both wonderful men and square shooters.

When you give credit to President Roosevelt, boy, you are voicing my sentiments 100 per cent. Too few can see the wonderful work he gave his life for. He will go down in history as one of our greatest Presidents, regardless of what Robert R. McCormick and Westbrook Pegler say against him. They should hang their heads in shame, but they have no conscience.

Yours very truly,

ISOBEL LOWRY,
5904 S. Troy St.

Vet Wants Everybody to Get Magazine

Mr. Daniel J. Tobin.

Dear Sir:

I was not a member of your International Brotherhood of Teamsters until April of 1942. I belong to Local No. 281. I am a veteran of World War II.

I read THE INTERNATIONAL TEAMSTER from cover to cover every month and I have only one objection to make: that everybody in the good old U. S. A. should be able to read it, and not just members alone.

Although I am not a Democrat, everything printed in the magazine is true 100 per cent. How are you going to get the stuff that is printed in the magazine to everyone in the U. S. A.?

Yours truly,

STANLEY J. SEBOLT,
831 S. E. 71st Ave.

Employers Lucky to Have Reliable War Workers

Philadelphia, Pa.

Mr. Daniel J. Tobin:

May I call you "Dear Dan"? Having been a member of your organization I certainly found it to be truly an American free enterprise.

It certainly has gone a long way to better the lives of millions of workers. Indirectly and directly, just think of all the money your men have earned for themselves and their bosses.

Of course the employers wouldn't give the Teamsters credit. Boy, weren't the employers lucky to have reliable help during the war when labor was so scarce? I wonder if any ever told you so.

I find your magazine most enlightening and its articles honest and sincere. It is indeed a pleasure to read. Your articles on our past beloved President Roosevelt really honor him for being a true friend to our country and its people.

May you continue your great work to raise the level of life of the great American nation. I remain, humble to your grand efforts,

M. LANDESBERG,
6607 N. 21st St.

Ex-Teamster, Now a Policeman, Praises Unions

THE INTERNATIONAL TEAMSTER.

St. Louis, Mo.

Gentlemen:

This may seem a bit irregular but I am writing in regard to two articles in THE INTERNATIONAL TEAMSTER—"Radicalism Is Sweeping World" by Daniel J. Tobin, and "Strikes Will Hinder Reconversion" by Thomas E. Flynn.

I think these are two of the best articles ever written for the working man. We receive your magazine, as our youngest son was a member of your union.

I can see in our immediate neighborhood many of our neighbors who are no longer employed and hope they will have courage. As Mr. Flynn stated, it is legal to strike and also legal to go barefooted. Many men and women are too ready to strike.

I am now a police officer but was formerly a member of Local No. 606. I have gone through many strikes and it is tough to walk a picket line with a fellow you went to school with, worked with or is your neighbor, but over 90 per cent of them know that a policeman is just another working man. If there were no unions, we would not have any decent salaries.

More power to you.

LEO STEWART,
3324 Wyoming Drive.

Teamster in France Thanks Members at Home

THE INTERNATIONAL TEAMSTER.

France.

I have been receiving your magazine for some time. At times I thought the bottom would drop out of me and just when I felt the worst your magazine would give me a different slant. I can't express myself as to how I do feel. I want to thank all the brothers who made it possible for me to get the magazine.

Yours truly,

T/CPL. GEORGE W. FINCH,
3959 QM Heavy Truck Co.,
APO 562, New York.

Victory Rode Military Highways

Trucks—Not Trains—Got Supplies to Battlefronts

BY COLONEL JOHN D. HINES

Chief of the Highway Division, Office of the Chief of Transportation

WHEN the story of highway transport's part in the war is finally told, it will tell of the hauling of mountains of supplies to troops strewn all over the world—by the Army Transportation Corps. The story will be as well of how army engineers rebuilt ancient highways, once used to carry precious stones, drugs, spices, metals and little known foods to distant markets in caravans of pack animals—today transporting vital food to half-starved peoples, and previously the weapons and supplies to the soldiers who liberated them.

The romance of its vast achievements encompasses the dreams-come-true of men like General Stilwell—and the labors of truck drivers, maintenance men, surveyors, construction men, bulldozer operators, railroad and port battalions whose prodigious patience, perseverance and skill the ancients would have ranked among the rare wonders of the world.

In wartime, expediency is the mother of progress. A truck highway, for example, like the famed 400-mile-long "Red Ball Express," sprang quickly into life through sheer need of supplies following the breakthrough at St. Lo. A two-way, all-truck highway, it opened in August, 1944, and carried high priority freight—ammunition, medicine, motor oil, high-test gas and food—from ports and beaches in Normandy and Brittany to Paris and places beyond.

Daily, for three months, 25,000 American soldier-truckers traveled it 24 hours a day, from port to combat zone and back, stopping the truck long enough at the halfway bivouac area for the relief driver, sometimes going 36 hours without resting, over cratered roads, through burning towns, under enemy fire.

Men repaired roads and bridges, put up

telephone wires, did all the service work—but the movement of vital supplies did not stop. With any luck a driver could make the trip from west to east in a day and a half. His speed was high and no breakdown was allowed to block the way. If a car had a casualty, it had to get off the road, and the trucks behind sped past.

But the victories of Allied troops moved the supply chain nearer the front. Then the ABC line was born and the Red Ball Highway abandoned.

ABC truck drivers were often the same service troops who rode the Red Ball Highway, hauling thousands of tons of urgent supplies from Antwerp to forward areas; and, since British and Canadian truckers shared the convoy route with Americans, the ABC highway borrowed its name from the three nations.

The road stretched out across ancient cobblestones, modern concrete, and dirt from the port of Antwerp to advance depots. The going was tougher, despite the better road, because of the daily menace of flying bombs.

It was high-speed highway drivers who took the 101st and 82d Divisions into Bastogne in the Battle of the Bulge, going back for ammunition, suffering casualties from German artillery, carrying critical supplies from railroads to the Third Army dumps along the Rhine.

Then when the Rhine was to be crossed the new XYZ highway operation came into being and as an integral part of the Transportation Corps supply line, sped weapons, food, gas and equipment to four American armies striking into Germany, bettering the daily average of the Red Ball highway, using largely five-ton truck-tractors and semi-trailers with ten-ton capacity, making

the long haul from railheads west of the Rhine to the battle areas.

Once a convoy picked up millions of dollars in gold which the Third Army stumbled onto in an abandoned mine and carried to the safety of more conventional vaults. Art treasures looted from the galleries of occupied Europe have replaced "C" rations on the return leg of many trips.

To help supply the Russians pushing from the other side, the Persian Gulf Service Command was activated. By the end of 1944, this operation, involving some 30,000 American soldiers and 45,000 native laborers, had hauled approximately 5,000,000 tons of cargo, delivered 200,000 vehicles and 4,800 planes.

The trucks followed routes through deserts and over mountains known for centuries to caravans, newly built by the engineers who black-top highways. One-third of the tonnage supplied through this command was over the highways. When the need for supply over this route declined, many of these big 6-wheeled 10-ton trucks and their drivers went to the new XYZ highway transporting supplies to Germany.

Halfway across the world the frigid town of White Horse, bordering Alaska, made a boomtown by the gold rush in 1898, rose to new heights as the Alcan highway developed. This new Arctic road linked communications from north, south, east and west.

Fabulous tonnage in supplies, countless construction men, traveled the narrow-gauge 110-mile long White Pass & Yukon railway to build the new Alaskan highway, suddenly making White Horse again the hub of great activity.

Built at a time when Japanese invasion of Alaska seemed an imminent threat, the Alcan highway provided rapid movement of materials for a string of airports in the northwest. White Horse was now a main stop on the new sky highway, its long, bleak memories as an isolated outpost rapidly fading into history.

Almost 700 permanent bridges were erected along the Alcan highway. Weather ob-

servation posts and forecast stations were established all over the Northwest. A radio system, radio communications, telegraph and telephone lines were built, and a wilderness flying route was established.

For the first time since the Russian flag was lowered at Sitka in 1867, after the United States purchased Alaska, Russian military men served on Alaskan soil in conjunction with the American army. They came in the late summer of 1942 to Fairbanks to ferry American Havoc planes over the frozen North, across Siberia to the eastern front where comrades picked them up to fly against the Nazi invader.

At Ladd Field, Russians and Americans competed at pool, billiards and chess. Though neither spoke the other's language, in time each picked up some common words. The Russians left an impression of frankness, good nature, physical fearlessness, reckless flying, and a hearty contempt for the weakness of our liquor. They gorged themselves with American soft drinks, ice cream, sodas and milkshakes. And they sent back to Russia all the American toys, perfume and lingerie they could find, emptying town shops.

Still serving many airfields in the North, this sky highway is a new short route to Sweden, a side-door opening on Asia and thence to Europe and Africa—America's Burma Road of the Air. Whether the Alcan Highway will one day be relocated or extended to link Alaska with Pacific Coast states as an all-year-around commercial arctic artery is still a much mooted question. The road could settle back into a bog—yet it could spring quickly back to a lively highway for see-America-first-conscious tourists, leading to a sportsman's paradise.

Back on the other side of the world, the completion of the Stilwell (Ledo-Burma) Road was a giant task that brought acclaim from the world, cheers from war-weary Chinese, and profound relief to truck drivers, surveyors and bulldozer operators who had traveled through jungle, monsoon, and over

mountain ridges to link China by land, once again, to its Allies.

Since the Japs had counted on cutting the Burma Road to stem the trickle of supplies to China, the restoration of the link was also a moral victory to brighten China's dreary outlook. General Stilwell had been told that the terrors of terrain, climate and military hazards made it only a visionary hope. China and India had a long, common border. Both had ancient civilizations, yet they had never been connected by road. The few circuitous caravan trails were too dangerous to be used often. Monsoons, swamps, flooding rivers, towering mountains, not to speak of disease-infested jungles, had long defeated builders of roads between the two countries. Now to these dangers the attacks of Jap forces would be added.

Credited with reconceiving an old idea, General Stilwell believed that these obstacles could be overcome by American army engineers, and the signal to go ahead was given. While engineers worked, the general trained Chinese troops to fight their way over the Salween river, across mountains 8,000 feet high, and through the jungles. In time they killed or caused all the Japs along the way from Ledo, India to Kunming, China to flee.

The original road was built by coolies on the concept that a road was something a truck drove over in dry weather. Nine feet wide in some stretches, 27 feet in others, its curves twisting and hazardous, it was dug and filled by the hands and the pickaxes of thousands of Chinese natives.

Reconstruction with only eight pieces of outmoded machinery began at the time the Salween river bridge was destroyed. It took six months to put these few bulldozers and caterpillars into action, after which the equipment was maintained by ingenious methods despite the unavailability of spare parts from outside.

The first survey was finished in April, 1943, but the Chinese government doubted that American motor equipment would work over the terrain in China. Army engineers reconstructed a test strip, putting Chinese

workmen opposite American operators on each piece of equipment, teaching them all the while.

Chinese engineers kept books on hours of work and the cost of diesel oil, comparing costs with the same measure of work done by coolie hand labor. Their figures overcame Chinese skepticism. Soon the sound of battle mingled with that of American machinery.

Forty thousand Chinese widened the Burma Road in China, with Chinese operators handling air hammers, most difficult of equipment for Chinese to master. By October, 42 miles of road had been built as a test section to show what could be accomplished.

Later, when men became wet and ill in the monsoon season, or suffered from festering leech bites, and bulldozers skidded over cliffs, some said the road couldn't be built. But in November, General Stilwell began his drive across North Burma.

By mid-January, 1945, the Salween river had been crossed, the Japanese driven back, the bridge rebuilt and Wanting retaken. A few days later the first truck convoy from Ledo rolled into China, carrying ammunition, guns and other materials of war. Once again China was linked with the outside world.

Soon dust-covered truck caravans heavy with war supplies, shell-loaded artillery caissons and big guns started rolling over the hills, through the Burma jungle, across the Salween river and up the long road to Kunming, China. There are 1,100 miles of the road, some of it through matted, tropical vegetation where the sun hasn't shone for generations. Scores of miles of it go through rice paddies. The thousands of Chinese natives who worked on it spoke 200 dialects, getting a dozen different rations which the quartermaster stocked for them.

Along with the road, a pipeline was built to carry gas for trucks, tanks and planes. The "over the hump" airline was meanwhile developed, so that finishing the Stilwell

(Ledo-Burma) Road gave the Chinese a three-in-one transport system that swelled the once thin stream of supplies to a sizeable torrent.

The parade of trucks from India to Kunming marked the favorable turning point of Chinese fortunes that changed the course of history in the Orient.

Army transportation corps' success in delivering supplies over world-wide highways

is due to the teamwork of army engineers, doctors, truck drivers, mechanics, bulldozer operators, communications men and military police whose tireless, plodding, patient, persevering labor made well-laid plans become marvelous reality. They are all the heroes of this tale of army-built, army-operated highways. The product of that labor is a lasting testimonial of achievement in the shaping of civilization.

Union Officer Tells Labor's Story

St. Cloud, Minn., Teamster Writes Newspaper Column

PRESIDENT ORVID E. C. MORAN of Local No. 329, St. Cloud, Minn., had a chance to tell labor's story in the daily press recently and he made the most of it.

Moran's opportunity came when Harold Schoelkopf, columnist for the *St. Cloud Daily Times*, went on a vacation and asked Moran to write a guest column for him on

one of the days of his vacation. The Teamster official, who is also vice-president of the Minnesota State Federation of Labor, quickly assented, and his remarks were published and received wide circulation and comment.

Moran's column as it appeared in the *St. Cloud Daily Times*, follows:

My good friend Harold asked me to be guest columnist for one day so that he could go fishing. Quite smart, that man Harold; he knows that I cannot equal him as a columnist, but is not taking chances on my going fishing today and telling a better fish story than he can.

I presume that in writing a column, one ought to write about something he knows and understands, so let's talk about the labor movement.

One would think by talking to some people that the labor movement is something new, but, in fact, you can trace labor organizations back to the Twelfth century.

They have changed as much since then as have our modes of transportation and communication. Our unions of today have been established to enable the worker to negotiate with the employer on a more equal basis of bargaining power.

John Smith, the laborer, does not possess the economic bargaining power of the em-

ployer; however, banding together with the other employees vastly increases his bargaining power.

Another mistaken impression some people have is that labor just loves to go on strike, and, friends, that is a mistaken impression. The average man, whether he is business man or wage earner, must be faced with a serious situation when he is willing to stop the pay check or incoming profits in order to correct a situation.

Many a labor official and employer has long ago realized that an agreement reflecting free mutual assent on both sides is likely to be more fair than one resulting from an economic battle, and scars from a hard battle are usually difficult to erase.

Oftentimes we are asked: "Why do you insist on a closed shop contract?" Well, would you expect the State of Minnesota to cancel your taxes because you voted for a Democrat at the last election, and you do not want a Republican governor spending

your tax money? Wage rates and working conditions are bought and paid for by the dues-paying members in any plant, and we have the same answer to an employee who does not want to pay his share as you have to the man who would refuse to pay taxes: "If you don't like it here, why don't you go where your kind is in the majority?"

Every once in a while someone asks: "How come you let radicals get to be leaders in some of the unions?"

My only answer to that is that these men are elected by members of these particular unions, and in all the unions I know about, these elections of officers are carried out in the most democratic manner. Once elected,

recalling them is no easier than the recalling of city or state officials.

One thing you notice very often is that union officials reflect the type of employer with whom they have to deal; the tougher the employer, the tougher is the employee chosen by the members to deal with him.

There are people who profess their belief in democracy but are willing to take any necessary steps to destroy labor organizations. Never do they explain how they could accomplish such a feat without destroying our democracy, for all thinking people realize that a democracy is composed of opposing forces; and in the economic field, we must have both labor organizations and industrial organizations.

Freed Prisoner Meets Neighbor in France

The last person T/Sgt. Malcolm K. Breeze expected to see as he hitchhiked across France last spring after his release from a German prison camp was a neighbor from Cincinnati.

But that's who he saw when a jeep pulled alongside and T/Sgt. Robert Klein told him to hop in. Klein lives on the same street as Breeze in Cincinnati. So the ride home was a reunion.

Breeze, although a resident of Cincinnati, is a member of Local No. 710 in Chicago. He was top turret gunner on a B-17 bomber

that was forced down over Germany last April.

"You may believe what you read in the newspapers about the conditions in German prison camps," he wrote his mother in Cincinnati recently. "But fortunately our camp was not controlled by Storm Troopers, so we weren't treated so badly."

Breeze was held at Stalag 17-B but as the Russians approached, the prisoners were marched to Brenau in a 21-day march, where the Third American army freed them and Breeze started back to his outfit.

American Worker Is World's Best Producer

Just in case you have forgotten the fact, remember this: The American workman is the world's greatest producer.

Before and during the war, he ranked 35 per cent better than the Canadian, 155 per cent better than the German, 180 per cent

better than the Russian or Briton and 300 per cent better than the Jap.

If you want to know why the Allies won the war, look at the above production figures, which are based on production per man hour of work.—*The Progressive Miner*.

From no less a Roosevelt critic than the *Saturday Evening Post* comes the admission that it was Roosevelt's intelligence as to the aims of Hitler that saved this country from defeat. When this publication, which for more than 12 years "viewed with alarm" nearly every Roosevelt proposal, readily admits it was Roosevelt who saved this country, there is little need for concern among the followers of our late President that he will be given his rightful place in history.

—*Northwest Teamster*.

AFL Backs Full Employment Bill

Green Testifies Before Senate Banking Committee

Following is testimony presented by President William Green of the American Federation of Labor before the Senate Committee on Banking and Currency in favor of the Full Employment Bill.

THE most deep-rooted, universally-desired objective next to peace itself which the war has brought forth, is desire for security. Workers want protection against inability to earn a living in a world that underwrites property. Loss of job is a major catastrophe to wage-earners. It may mean loss of savings and investments in addition to disorganizing the life of the worker and his dependents.

Unemployment leaves deep scars on mind and spirit, a cost which society as well as individuals must pay. Fear of unemployment is never completely absent from the lives of workers. The right of every person able and willing to work, to an opportunity to earn the means to sustain life itself, has become an increasingly compelling ideal as industrial production has come to more dominance in our economy, making unemployment correspondingly serious.

"Full employment" has become a worldwide ideal which peoples of many nations hope to establish and to maintain in the postwar era. No one country can do it alone. The United States should lead the way. Its achievement will be the supreme test of our democratic institutions.

S. 380 deals with responsibilities of the federal government for promoting "full employment." Its statement of policy setting forth the following purposes makes a powerful appeal to those who have borne the burdens of unemployment:

1. To foster free competitive enterprise through the investment of private capital in trade and commerce, and
2. To establish the right of all Americans able to work and seeking work, to useful, remunerative, regular and full-time employment.

The bill directs that the President prepare a national production and employment budget. This budget shall set forth:

1. The estimated size of the work force.
2. The estimated volume of investment and expenditure by private enterprise, consumers, federal, state and local governments necessary to produce the gross national product necessary to maintain full employment.
3. The estimated prospective volume of prospective investment and expenditure.

In case the national budget indicates a deficit in the expenditure and investment program, the President is directed to prepare recommendations for encouraging non-federal investment and expenditure as well as recommendations for legislative plans to overcome the prospective deficit.

Such a program may include but need not be limited to "current and projected federal policies and activities with reference to banking and currency, monopoly and competition, wages and working conditions, foreign trade and investment, agriculture, taxation, social security, the development of natural resources, and such other matters as may directly or indirectly affect the level of non-federal investment and expenditure."

The result would be a program of plans and specifications for needed public works for those not employed by private industry. An orderly program of needed public works is an end in itself and a powerful stimulant directly to the construction industry and indirectly to others. The desirability of planned public works to supplement private investment and check trends toward deflation has long been discussed with approval. It was urged during the depression of the

'30s. Constructive action on the proposal is overdue.

Planning and timely initiation of public works are essential to "full employment" but do not constitute the main driving power. "Full employment" will come mainly from placing responsibility on private industry and requiring reporting on stewardship. As the right of persons to employment becomes a moral obligation upon those in positions of responsibility, its responsibility can be pressed home.

Private enterprise operates within controls which result in expansion when profitable, and contraction when profits decline. Workers are free to seek suitable employment most advantageous to them and to promote their interests through collective action. Over the years experience has pointed out that the right to carry on business is effective only in an orderly society and consequently entails the obligation to respect the rights of others.

We have long discussed the economic and social evils resulting from unemployment and considerable progress has been made in stabilizing some industries. We have accepted the principle of social insurance to provide incomes for workers involuntarily unemployed. But these measures are not adequate to provide "full employment" under the definition proposed.

There is needed a new sense of responsibility on the part of private industry and willingness to cooperate to the end that no one able to work and seeking work shall be denied opportunity to earn a living. There must be willingness to get the facts and face their consequences by individual managements as well as industries, so that exercise of the right to do business shall be accompanied by obligation to plan for sustained employment for the work force at levels of pay enabling workers to have rising standards of living. For this purpose we need the basic economic statistics which we have repeatedly asked Congress to authorize.

The national budget which the President

would be directed to prepare would aid in pressing home the responsibility of private enterprise and in disclosing next steps.

Unions have their responsibility for leadership in this new endeavor and for getting incorporated in union contracts wage rates and hours standards that would enable workers to have the purchasing power to sustain production at "full employment" levels. To stabilize production at lower levels would lower national income and result in unemployment.

Unemployment results from many causes. Under-investment and under-consumption are two important factors. Others, even more difficult to deal with, are unemployment due to technical progress, population changes, great social changes, like changes in transportation, communication, etc.

We can deal with unemployment due to these causes only by studying the facts of each industry and anticipating forces making for the industrial changes affecting employment. Our dependence for assistance with unemployment due to these causes is planning for the maintenance of scientific research and effective use of new information by industries. The United States now leads the world in making effective industrial use of technical progress.

Steadily rising productivity has always characterized American industry. The genius of American management, combined with the skill and effort of American workers, has given our country leadership over the entire world in production per man hour. This rising productivity makes our high standards of living possible. American workers earn the high wages they receive.

Labor Department figures show how the steady increase in production per man hour, together with collective bargaining, has made it possible to raise workers' wages while at the same time prices were reduced and consumers received better quality at lower cost.

The Department's figures show that over the 17 peacetime years, from 1923 to 1940,

production per man hour in American factories rose 83 per cent. This astonishing increase provided the income to raise the workers' average hourly earnings 22 per cent during this period. At the same time unit labor costs were reduced by 34 per cent.

The reduction in labor costs made it possible to reduce wholesale prices of finished manufactured goods 18 per cent, so that consumers benefited by lower prices, and a margin was left for profit to American business. Thus, in the period between two wars, workers' increasing productivity benefited workers, consumers, and managements.

The decrease in prices was reflected by reduction in living costs generally, and workers as well as others benefited because their increased pay envelopes would buy more. Their "real" wages increased 49 per cent from 1923 to 1940.

Normally, we may expect productivity to increase on the average by about $2\frac{1}{2}$ to 3 per cent each year. This has been the rate throughout recent years. During the war, far greater increases in productivity were achieved when management and workers threw all their energies into production improvement to reach army and navy schedules.

For instance, in the brief period of 11 months, from February to December, 1944, the man hours required to produce a victory ship were cut in half. An amazing record was achieved by the aircraft industry. From the beginning of the program up to February, 1944, time needed to construct military aircraft was reduced 90 per cent. In munition industries as a whole, man hour production increased 47 per cent in the 21 months from January, 1943 to September, 1944.

Startling new techniques of production were developed during the war. Many of these techniques will be adapted to peacetime production and used in civilian industries. Immediately after the war, industry will be retooling, replacing worn-out machinery, and incorporating new production methods. These measures will so increase

productivity that experts believe the first three postwar years will bring a 30 per cent increase in production per man hour in American factories.

We cannot hope for "full employment" in the United States unless we plan to direct this dynamic force of increasing productivity so that it will create higher consuming power, higher living standards, and increasing markets for our industries.

Because of increasing productivity and increasing population America's industries will have to furnish about one million new jobs every year to provide "full employment." We will have to shorten the work week to create some of these new jobs. Every year we will have to increase wages so that workers will have enough income to purchase their proportionate share of the increasing goods and services they produce.

Increasing workers' income will mean an expanding market for American business, an opportunity for new industries to bring new products and services to the American people. It is vital to remember that workers' buying power forms the great economic base of our home market. People with incomes of less than \$4,000 a year have 70 per cent of all consuming power in the United States. It is more profitable for a business man to sell one suit of clothes to each of 47 million low-income people with incomes under \$4,000 a year, than to sell three suits to each of $3\frac{1}{2}$ million people with incomes of more than \$4,000 a year.

A glance at the past shows what this great force of rising productivity can mean to Americans in terms of a better life. Electric refrigerators which came on the market about 1928 sold for about \$400 apiece. In 1942, a much better refrigerator was selling for \$100 to \$150. Yet workers in the industry had increased their weekly pay substantially in those 14 years.

Rising productivity and improved industrial techniques have reduced the price of automobile tires by 75 per cent since 1914, and in addition today's tire gives 40 times the service of the tire made 30 years ago.

Workers in tire factories today receive 300 per cent above those of 1914. The 1914 automobile cost \$1,115. Before the war a much better car cost \$738. Yet the average automobile worker who received \$15 for a 51-hour week in 1914 had raised his weekly pay to \$30.50 by 1938 and reduced his hours to 33 per week. Management in these great industries has received its full share of profits.

This increasing productivity has benefited consumers, workers and business men. As we look to the future, we know that our main problem will be to raise consumers' buying power so that a mass market may give business its opportunity to go forward and workers may steadily raise their living standards.

Technological progress need not contribute to depressions and unemployment if necessary adjustments are made to bring our economy to balance at higher levels.

We are already utilizing information given us by experiments of chemists to produce substitute materials to overcome handicaps due to natural resources.

We are on the verge of a new era in which we shall apply atomic energy—a revolution that will affect the whole structure of our economy. We shall need every possible protection against unemployment and waste of our human resources. The national production and employment budget proposed by this legislation would provide us with a tool for dealing with some of these future problems.

It will give us what Ernest Bevin calls a human budget or a national balance sheet indicating our success in providing useful opportunity for all citizens.

Action on this bill would constitute the initial responsibility of Congress, to be supplemented by other legislation needed to provide a national economic environment favorable to "full employment."

There must be guarantees to agriculture to enable the farmers to produce needed amounts of food and to maintain rising levels of living in agricultural communities.

Congress should act to expedite disposition of war surplus goods in ways to promote "full employment."

Congress should guarantee a high level of scientific research in the interests of national progress and security.

Congress should raise the minimum rate in the Fair Labor Standards Act.

Congress should institute a national housing program, assuring high and sustained levels of public and private construction so that all citizens may be well housed, with opportunities for home ownership.

Congress should enact legislation to provide for the stimulation of planning and construction of community facilities such as hospitals, health centers, schools, roads, airports and other improvements.

Congress should promptly enact emergency unemployment compensation legislation requested by the President as necessary to protect workers and maintain national buying power.

Congress should maintain the United States Employment Service at the federal level to provide for efficient service to workers and industries for the maintenance of "full employment."

Congress should enact legislation providing federal aid for all schools to equalize educational opportunities and services for citizens in all localities and to make such appropriations effective by aid for all children needing it.

Congress should provide a program for the development, conservation and use of our national resources.

Congress should develop and maintain fiscal and tax policies conducive to "full employment."

In our efforts to establish and maintain "full employment" in this country, we must be aware of the relations of our problems to the same problems in other countries, knowing that the principles of progress at home apply universally. We can have security at home by helping other countries to have security and progress.

AFL Combats Anti-Labor Laws

Executive Council Report Shows Fine Progress

The following report on the status of anti-labor legislation throughout the country and the success of the American Federation of Labor in combatting such legislation was issued by the executive council at its recent session in Chicago.

PROBLEMS within the field of labor and which affect the American Federation of Labor have not subsided within the past year. The tremendous number of rulings, directives and orders issued by federal agencies, requiring analysis and interpretation, presents a monumental legal task.

Also within the field of legal services is the handling of many contested cases for the federation and its Federal Labor Unions before many of the agencies. Numerous legal opinions are obtained by officers of the federation, and important state and federal legislative bills, proposed and passed, are submitted for legal analysis.

The foregoing and all other general legal services for the federation were rendered by our general counsel, Joseph A. Padway, and his staff of associates. However, the most important class of matters handled by the federation's general counsel are the court cases testing the constitutionality of the state anti-labor enactments passed by a number of states in 1943, and several new enactments passed since then, which later laws have for their specific purpose the outlawing of the union shop.

The executive council deems it necessary to report on the present status of each law and the validity or invalidity thereof, so that our affiliates may know what action to take or refrain from taking respecting them.

Although some state anti-labor legislation has been passed since 1943, it is now clear that the deluge of anti-labor enactments which swept through many state legislatures in that year has been checked.

This has been accomplished in large measure by appearances before legislative bodies and the presentation of arguments to such bodies in opposition to proposed enactments,

and particularly by the prompt institution of suits in various courts for the purpose of testing the constitutionality of these enactments.

When the first anti-labor enactments were adopted, the American Federation of Labor was faced with the alternative of awaiting enforcement of such laws and then proceeding to defend numerous charges of violation, or of promptly challenging these laws at the outset by suits for judgments and restraints against their enforcement.

The latter course was decided upon, and it has resulted in a number of decisions invalidating the most obnoxious provisions in most of the acts, as, for instance, the Colorado provision for compulsory incorporation and for regulation of the internal affairs of labor unions.

The early court decisions invalidating many of these provisions on constitutional grounds left no basis of support for the arguments of the proponents of such legislation and exposed the falsity of their claims and promises.

It aided materially in deflating the claim that these measures were motivated by patriotic and democratic impulses.

But most important, it encouraged state enforcement officials in a number of instances to so interpret the provisions of particular acts as to eliminate many of the detrimental and undesirable features of them. Thus, there has been a minimum of interference with the normal functioning of labor organizations despite the drastic provisions contained in the laws as originally passed.

However, it has not been possible to obtain by lawsuits definite rulings on all the

legal questions arising from the passage of these anti-labor laws.

In some instances the courts have held that, before determining the validity or invalidity of the law, they prefer to await action on the part of state officials by the institution of actual prosecutions or suits for enforcement. It was on that basis that the Supreme Court of the United States refused to pass upon the provisions of the Alabama law.

As the following analysis demonstrates, the AFL has achieved a large measure of success in its attacks upon these anti-labor statutes. It has obtained several basic precedent-making decisions annulling the principal provisions in practically all these anti-labor laws; it has escaped almost entirely from the harmful restrictions which threatened to place labor in a strait jacket and to hamstring normal union activities and functions.

Above all else, the decisions thus far secured have discouraged, to quite a degree, anti-labor forces from seeking the passage of similar and further restrictive state legislation.

But to the surprise and amazement of the American Federation of Labor a self-styled public committee (but manifestly employer-dominated) has induced three United States senators (Hatch, Ball and Burton) to sponsor one of the worst anti-labor bills ever introduced in the United States Congress. This bill will be separately discussed in another portion of the report.

The following brief outline of the principal provisions of the state acts which were enacted into law and the court decisions relating thereto will serve to point out the present status of these laws:

Alabama

On June 29, 1943, the Bradford Act was approved.

The American Federation of Labor, in conjunction with the Alabama State Federation, brought suit in the courts of Alabama to have the Bradford Act declared

unconstitutional. The Alabama courts upheld parts of the act and invalidated other parts.

Review was then sought in the Supreme Court of the United States, which refused to pass upon the issues and held it would pass upon the issues when actual prosecutions or suits for enforcement are instituted. Therefore, the present status of the law in Alabama, as declared by the Supreme Court of Alabama, is as follows:

The Supreme Court of Alabama held valid:

- 1—Requirements for registration of unions, filing copies of laws and financial reports.
- 2—Prohibition against charging work permit fee.
- 3—Provision against membership in single union of supervisory and non-supervisory employees.

The Supreme Court of Alabama held invalid:

- 1—Provision which prohibits workers from refusing to work on, or handle non-union material.
- 2—Provision requiring majority vote before a strike can be called.
- 3—Provision prohibiting political contributions.

When and if the state officials institute prosecutions against any union or individual for violation of any provision of the law upheld by the Alabama court, an appeal will be taken to the United States Supreme Court for the purpose of testing the constitutionality of the particular provisions of the act involved in such prosecution.

Arkansas

In 1943 an act was adopted by the legislature of Arkansas providing severe penalties against use of force or threats to prevent anyone from working. It also declared it unlawful for anyone to assemble or act in concert at the place of a "labor dispute" and prevent or attempt to prevent by force

or violence any person from engaging in a lawful vocation.

This law was upheld by the Supreme Court of Arkansas in a case defended by the local union, which failed to notify the American Federation of Labor of the prosecutions. An appeal to the Supreme Court of the United States was impossible. A test of this law will have to await a further prosecution whereupon an appeal may be taken to the Supreme Court of the United States. As the matter stands now, the Arkansas law is in force and effect.

At the election November 7, 1944, Arkansas adopted a constitutional amendment similar to that adopted in Florida, prohibiting the union shop. The state legislature was given power to enforce the amendment by appropriate legislation. The Arkansas affiliates of the AFL were successful in preventing the passage of an enabling act at the 1945 session of the legislature. Until such enabling act is passed, the amendment outlawing the union shop is ineffective.

Colorado

On April 1, 1943, Colorado adopted the "Labor Peace Act."

Suit was commenced by the American Federation of Labor, in conjunction with the Colorado State Federation of Labor, in the state courts for the purpose of having the court rule that the act and its many provisions were unconstitutional. After the trial, the court eliminated as invalid the provisions for incorporation, and all state control of union affairs. An appeal was then taken to the Supreme Court of Colorado. The court held:

- 1—Requirement for compulsory incorporation invalid.
- 2—Provisions permitting state to interfere with internal affairs of unions invalid.
- 3—Prohibition against striking, picketing and boycotting unless approved by majority vote invalid.

The court held that no ruling could be

made, until presented by specific individual cases, on other provisions of the act. The decision of the Colorado court almost nullifies the entire act, and in practical effect it is of little or no value as it stands today. Therefore, the anti-labor forces introduced another anti-labor bill during the session of the 1945 Legislature. Through the efforts of the state federation of labor this bill was defeated.

Florida

The first anti-labor act in the State of Florida was passed May 21, 1943.

Suit was brought by the attorney general of the state to enjoin Leo Hill from acting as business agent without having applied for a license, and to restrain Local Union No. 234, United Association of Journeymen Plumbers and Steamfitters from functioning as a labor organization for not having registered.

Both the trial court and the Supreme Court of Florida upheld the law and issued injunctions restraining the union from functioning and Leo Hill from acting as business agent for his union. An appeal was then taken to the Supreme Court of the United States. The court held:

- 1—The requirement that business agents procure state licenses was unconstitutional because it was in conflict with federal laws, particularly the National Labor Relations Act.
- 2—Provision prohibiting unions from functioning without registering so that injunction may issue for such failure is void.

As pointed out, it was the attorney general who brought the suit to enforce these two specific provisions of the act. The American Federation of Labor, in conjunction with the state federation, has previously brought suit in the trial court of Tallahassee, attacking the constitutionality of all the provisions of the act.

For some unexplainable reason, the trial court, although it has had the case under advisement for almost two years, has failed

to render a decision. However, the remaining provisions of the act are not being enforced pending the decision of the trial court.

After the passage of the 1943 act, while the legislature was still in session, it passed a resolution providing for the submission of a constitutional amendment to the people of Florida, which had for its purpose the outlawing of union-shop contracts. The amendment was voted on at the general election on November 7, 1944, and was carried by a small margin of votes.

Suit was instituted by the American Federation of Labor in conjunction with the state federation and a number of their affiliates, before a three-judge federal court to enjoin the enforcement of this amendment on the grounds that the same was in conflict with the federal constitution. Arguments and briefs were made before, and filed with, the three federal judges at Tampa, Florida, after which the court rendered its decision.

There are some pertinent statements on the part of the court which indicate that it may have had doubts respecting the wisdom of such legislation. In paragraph 13 of the opinion the court says:

"The wisdom or lack of wisdom of a state statute or of a provision in a state constitution is not a matter for the courts. The people, through their representatives in the legislature and through their vote for an amendment to their constitution, have the right to commit folly if they please, provided it is not prohibited by the Federal Constitution or antagonistic to federal statutes authoritatively enacted concerning the matter involved."

It is quite likely that the court had some doubt as to the validity of this law. However, it being the duty of judges to decide such doubts in favor of the constitutionality of the law, we believe it came to the conclusion that the law should be upheld and promptly passed up to the Supreme Court of the United States for a final decision.

Our general counsel has been instructed to appeal the case to the United States Supreme Court and an appeal has been prepared.

In the meantime, the attorney general has instituted seven separate suits against seven large corporations which have union-shop agreements with AFL unions, in which suits he seeks to have the corporate charters of these corporations revoked because these corporations are continuing to honor their union-shop agreements. AFL affiliates who are parties to these agreements have intervened in these suits for the purpose of defending the rights of the unions to their union-shop contracts.

Idaho

The Legislature of Idaho passed its Act in 1943.

The AFL, in conjunction with the Idaho State Federation, brought suit in the state court to declare this law unconstitutional. The attorney general had given an opinion to the effect that the law was invalid, and he decided not to contest the suit. However, anti-labor forces induced a local district attorney to proceed to contest it. The trial court held:

1—The requirement for financial reports and the prohibitions against entering or picketing processing plants or agricultural premises were valid.

2—The provision against boycotting non-union products, or interfering with the movement thereof, was unconstitutional and void.

An appeal has been taken to the Supreme Court of the state, and it is now pending.

Kansas

The Kansas anti-labor law became effective in May, 1943.

Suit was brought to enjoin enforcement of the act in the United States District Court for Kansas and was heard by a three-judge

court. The court held the following provisions valid:

- 1—That business agents must procure state licenses and meet the qualifications in order to act as such.
- 2—That unions with 25 or more members must file financial statements annually.

The court held that the following provisions are unconstitutional and void:

- 1—Requirement for a majority vote to authorize a strike.
- 2—Prohibition against refusal to work on non-union materials.
- 3—Prohibition against strikes caused by jurisdictional disputes.

The court held that the other provisions of the act are not plainly unconstitutional, but it did not decide their constitutionality. It pointed out that possible encroachments upon constitutional rights may ultimately result from their enforcement, and it will await specific cases before passing on the validity of these provisions.

Under the decision of the court, no union representative need obtain a license unless he is a full-time, paid business agent engaging in union activities as his regular occupation.

The question of taking an appeal to the Supreme Court confronted the federation. Before deciding this question, the general counsel of the federation and the attorney general of Kansas conferred respecting future enforcement. The attorney general displayed a most liberal attitude towards the federation's contentions, as a result of which our general counsel advised the federation to refrain from further appeal in this case at this time.

Our general counsel does point out that a future attorney general who may not be liberally disposed can institute suits to revoke licenses of paid business agents.

However, the executive council is advised that if any attorney general in the future institutes a suit for revocation of a business agent's license, the validity of this section

of the law dealing with revocations may be adequately tested in the courts. In all other respects, the decision of the court and the ruling by the attorney general will not impose material hardships upon organized labor in Kansas; in fact, the decision is a major victory for the contentions of the federation.

South Dakota

In 1943 the South Dakota legislature passed a law practically identical with the one adopted by the State of Idaho.

Suit to enjoin enforcement of the law was brought in the state court by the AFL, in conjunction with the South Dakota State Federation, which resulted in a judgment of the circuit court holding that the major provisions of the act were void. The following provisions were declared invalid:

- 1—Provision against soliciting membership and collecting dues on agricultural premises or picketing such premises.
- 2—Provision against boycotting non-union products.
- 3—Soliciting payment by reason of union connection.

The only provision upheld by the court was one relating to the necessity for filing annual financial statements.

Whether the opponents of organized labor were prompted by this defeat to seek further legislation, or whether prompted by other reasons, the fact is that there was introduced in the 1945 session of the legislature a bill prohibiting union shops, and this bill was passed.

At the same time there was also adopted a resolution submitting a proposed constitutional amendment outlawing the union shop, which will be voted upon at the next election. Since the law which was passed in 1945 is practically identical with the Florida anti-union shop amendment, it is necessary to institute appropriate proceedings in the courts of South Dakota to test the validity

of the law. Plans are now in progress for instituting such suit.

Texas

The Texas legislature passed a most comprehensive law regulating labor unions, which became effective in 1943.

Suit was brought in the state courts by the AFL and affiliated unions to test the validity of the law. The trial court found certain sections of the law unconstitutional and upheld certain other sections. Appeal was taken to the Texas court of civil appeals, which threw out:

- 1—Requirement of detailed statement of receipts and expenditures of unions.
- 2—Requirement that check-off contracts be filed with the state.
- 3—Requirement that unions must give a reasonable time to a person hired, to decide whether he desires union membership.
- 4—Provision that veterans cannot be required to pay back dues.
- 5—Regulation of union elections.
- 6—Prohibition of collection of dues or fees beyond reasonable requirements.

The court held valid:

- 1—Prohibition of political contributions.
- 2—Prohibition of work permit fees, but shall not apply to apprenticeship charges.
- 3—Union must keep books of account and report to the secretary of state the name and address of the union and the parent union and shall file copy of its laws and certain other data.
- 4—Organizers must obtain registration card.

In an earlier case passed upon by the United States Supreme Court the provision in the Texas law, requiring paid organizers to obtain registration cards was declared invalid because the Texas courts had construed the provisions so as to require procurement of the card before a paid organizer could make a speech in which he solicited members for the union.

However, the United States Supreme Court did not say that the section was invalid if otherwise applied. It was because of this narrow ground upon which the United States Supreme Court invalidated this section that the Texas court of civil appeals still holds this provision to be valid in all other respects.

The question confronted the federation as to whether an appeal should be taken from the decision of the court of civil appeals in the AFL case. Our general counsel has advised against an appeal at this time on the ground that the decision as a whole is tremendously favorable to the AFL and its affiliates in Texas. If and when a Texas court, in any specific case, holds that organizers may not engage in activities protected by the federal constitution unless they register, the AFL will contest it.

The AFL, in conjunction with its state federations, will continue to exert every effort to prevent enactment of any further restrictive legislation or the adoption of constitutional amendments prohibiting union shops.

As pointed out, several of such proposed amendments have been defeated, notably that in California which went to a vote of the people and was overwhelmingly rejected.

Likewise, the proposed Arkansas enabling act was defeated, without which the constitutional amendment is of no effect. Similar proposed constitutional amendments were defeated in Maryland, Georgia and Texas.

Despite the large number of cases arising from these state anti-labor laws in which the federation has thus far engaged, there are a number of court appeals still pending, and more litigation may be expected as to those provisions in the laws on which the courts have reserved decision. The executive council has directed its general counsel to prosecute or defend, as the circumstances require, all cases involving these laws so as to have them invalidated, and to establish precedents which will make it impossible ever again to enact similar laws so destructive of labor's fundamental rights.

Peace, Like War, Is Expensive

THE WAR is over but its echoes linger on, especially its financial echoes. It will cost almost as much to liquidate the war as it did to fight it.

Consequently the government's need for money is nearly as great as it was during the tremendous drives that brought Germany and Japan to their knees.

Much of this money must come through the loans of individual citizens. Secretary of the Treasury Fred M. Vinson has advised us that the success of the war loan drives was due in great measure to the payroll savings plans of organized labor.

He urges that this continue to assure the success of the Victory Loan drive which opens October 29.

Many workers are now realizing the value of the payroll savings plans to which they contributed during the war. Because of their steady savings and purchase of bonds, they have enough laid away to face the future with assurance, undismayed by the prospect of a changed job or a period of temporary idleness.

Men who are still steadily employed should continue to save their money through payroll deductions for the purchase of bonds. It helps them as much as it helps the government.

The government must still maintain large armies of occupation in Germany and Japan to guard against the possibility that these nations will secretly arm to attack us again.

Since the discovery of new weapons such as the atomic bomb, the possibility of secret attack is greater than it was before.

A small, poorly armed nation with a few atomic bombs could wipe out a large nation by surprise attack. We must therefore maintain troops abroad to see that these weapons are not developed by our enemies.

This is a large expense which must continue for a long time. But it is cheap insurance against another war.

The government must also continue the huge expense of caring for the wounded and disabled veterans of the war. It will require new hospitals and large, permanent staffs.

In addition, the armed forces must be maintained at sufficient size for our protection during the period of transition from world war to world peace.

All of which costs money—billions of dollars.

A lot of that must come from you, as it has in the past. But that is no sacrifice because the government pays you back four dollars for every three you invest if you hold your bonds to maturity.

So dig a little deeper, for a little longer, so we can finish the job the Japs, Germans and Italians started.

WEAR THE EMBLEM OF OUR ORGANIZATION

THE CUTS
SHOWN REPRESENT

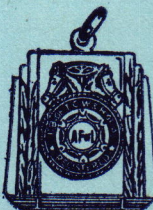
Button, Watch Fob and Cuff Buttons

SOLD BY THE GENERAL OFFICE



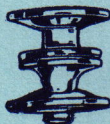
The prices are as follows:

Gold Plated Buttons (Sterling Silver)	\$.50 apiece
14-K Solid Gold Buttons	2.50 apiece
Cuff Buttons	1.00 a pair
Watch Charms	2.00 apiece



All Members should have a copy of the International
Constitution and Laws. . . . Copies, 5 cents each

Order through your Local



All orders should be sent through the Secretary of the Local Union to

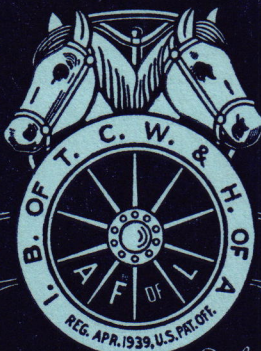
JOHN M. GILLESPIE, Secretary

222 EAST MICHIGAN STREET

INDIANAPOLIS 4, INDIANA

UNION SERVICE

INTERNATIONAL
BROTHERHOOD
of TEAMSTERS
CHAUFFEURS



WAREHOUSEMEN
AND HELPERS
OF
AMERICA

Affiliated with

A.F. of L.

Daniel J. Tobin, General President

John M. Gillespie, Gen'l Sec'y-Treasurer

THIS IS THE PROPERTY OF THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

This is the standard union service sign officially approved for all branches of the Teamsters' Union. Order them from the general secretary-treasurer. The signs are of metal, 7 by 11 inches in size. They cost 25 cents each.